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# Automated enforcement to improve road safety

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# Bicycle Colorado

- Founded in 1992
- Member-supported organization
- One of the largest organizations of our kind in the U.S.
- Focus on improving road safety for bicyclists and all road users
- Primary fields are policy, education and infrastructure
  - We work to improve access and safety so people can ride for transportation or health and recreation
  - We partner with local advocacy groups around the state to make their work stronger
  - We've taught over 92,000 students safe riding skills



# Bicycle Colorado

Our mission is **to lead a passionate and growing movement that champions the interests of everyone who rides or wants to ride a bicycle in our state.**

We envision a Colorado where riding a bicycle is always safe and convenient for everyone, where bicycling is the top choice for recreation and everyday trips, and where the benefits of bicycling are experienced and valued by all people in our state.





# *denver* STREETS PARTNERSHIP

A coalition of community organizations  
advocating for people-friendly streets in Denver



HEALTHIER<sup>™</sup>  
COLORADO



Downtown  
Denver  
Partnership



# The Denver Streets Partnership

Our mission is to **reclaim Denver's streets for people walking, rolling, biking and using transit, and to build safe, healthy and equitable communities.**

We believe in an equitable and vibrant Denver that guarantees our public spaces are designed for people. We believe that human dignity should be the guiding principle for the design of our transportation system so that everyone can thrive and connect to what matters most. We work to connect decision makers and Denver residents with diverse perspectives, timely information and practical solutions to reduce our city's dependence on cars and design communities that prioritize people.



*denver*  
**STREETS**  
*PARTNERSHIP*

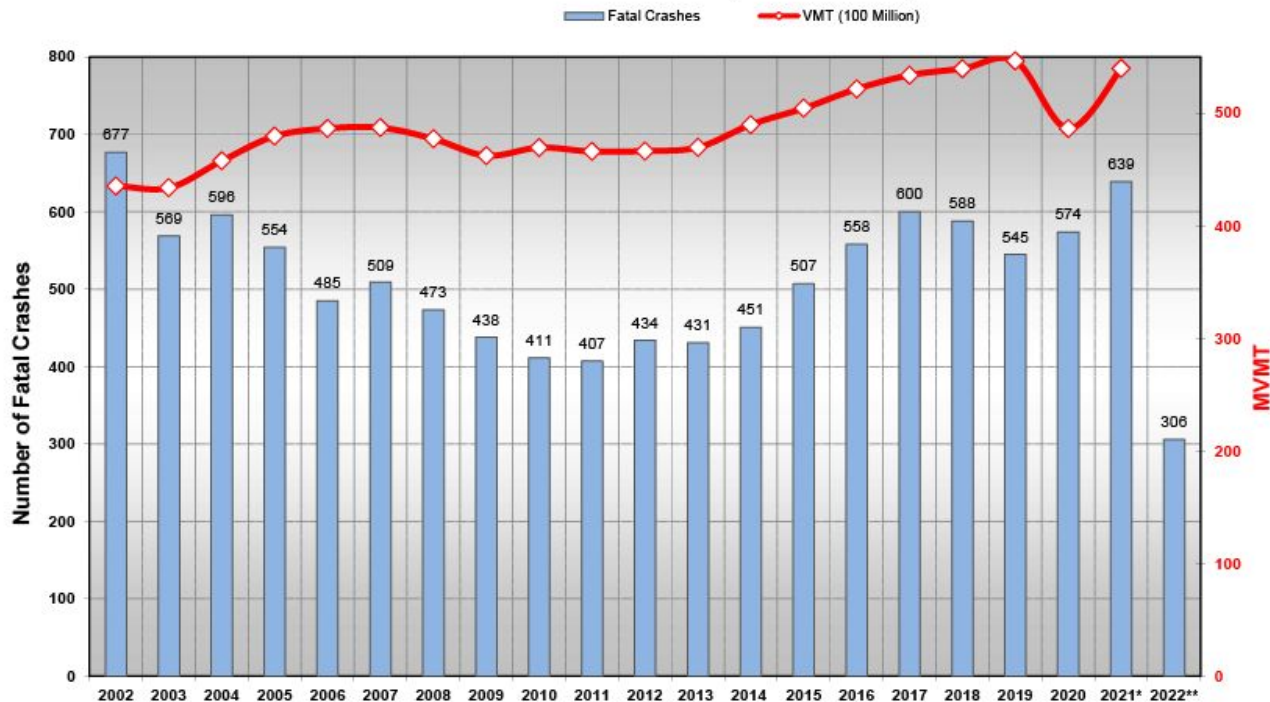
Traffic  
fatalities  
are rising

## Colorado Historical Fatal Crash Trends - Updated 7/11/2022

### Colorado Fatal Crash Reduction Since 2002

\* Note: Data is preliminary as of release of this Report

Source of Data: Colorado DOT & "As Reported" to NHTSA by FARS



\* Note: Data is preliminary as of release of this Report

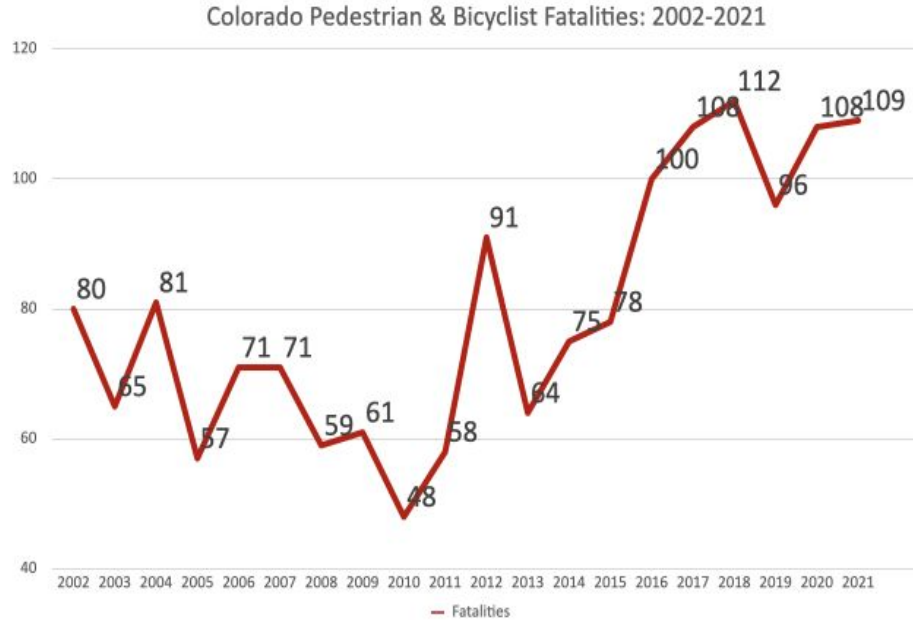
Source of Data: Colorado DOT & "As Reported" to NHTSA by FARS

# The problem is not abating

- Colorado's population continues to grow
  - An estimated 3 million more people will live in Colorado by 2050
- More people will be using our roads
  - Growing demand for non-car options means more vulnerable users will be on public roadways



# Vulnerable users are at risk



Source: CDOT, 8/1/22

The Colorado General Assembly has worked to encourage bicycling and pedestrian-centric transportation freedom – at the same time it's become significantly more dangerous to move around *outside* of a car in Colorado.

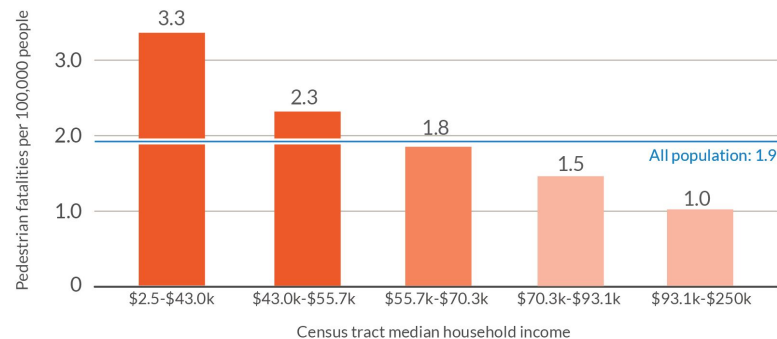


# Risk groups

- **People walking, biking and riding motorcycles, first responders, and roadway workers** are at elevated risk
  - 40% of deaths are 65+ drivers (CO)
  - 20% of deaths are motorcyclists (CO)
  - 15% of deaths are bike-ped (CO)
- **People in lower-income areas** are killed more frequently
- **People of color** are more likely to be killed, particularly when they are walking
- Traffic crashes are a leading cause of death of **children 14 and under**

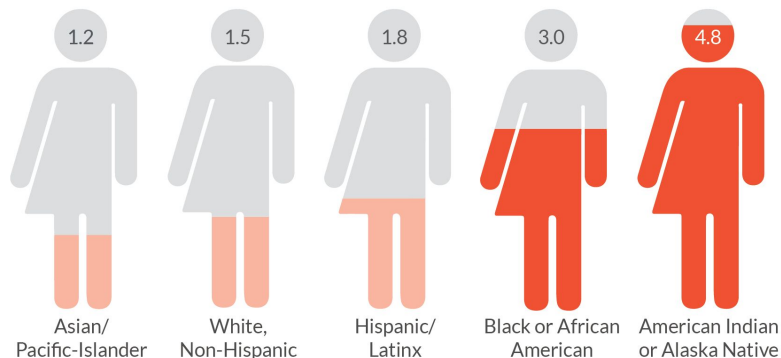
## People walking in lower-income areas are killed at far higher rates

*Pedestrian fatalities per 100k people by census tract income*

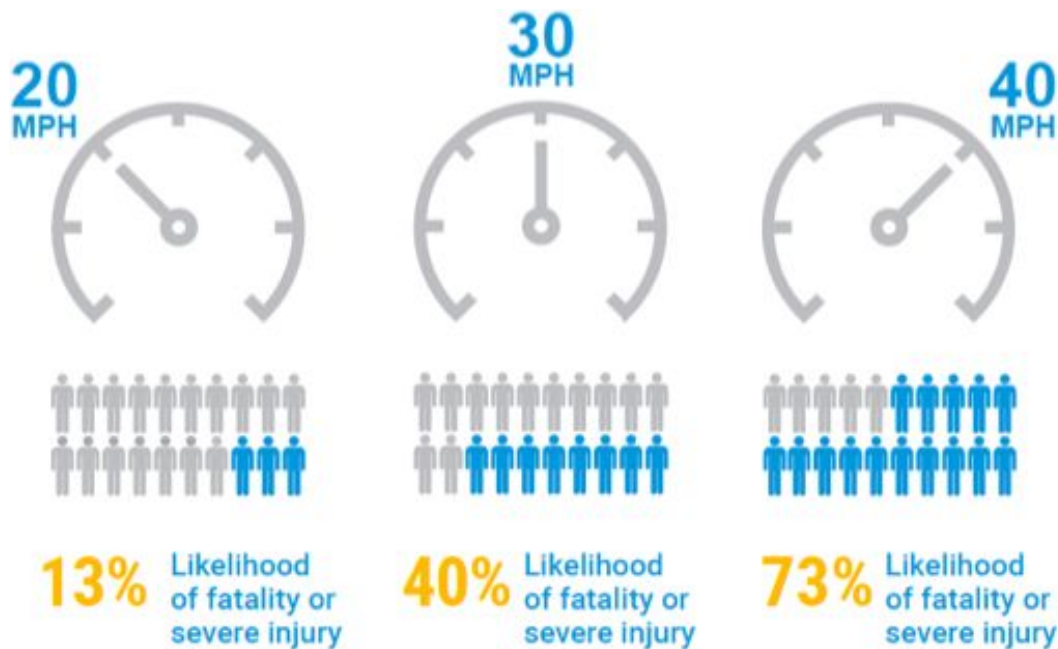


## People of color, particularly Native and Black Americans, are more likely to die while walking than any other race or ethnic group

*Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)*



# Speeding is a primary factor



Speeding is a factor in

# 40%

of Colorado fatalities

- In Denver, speeding has been a factor in **53% of fatalities**
- Nearly **20% of traffic** travels 10 mph over the speed limit

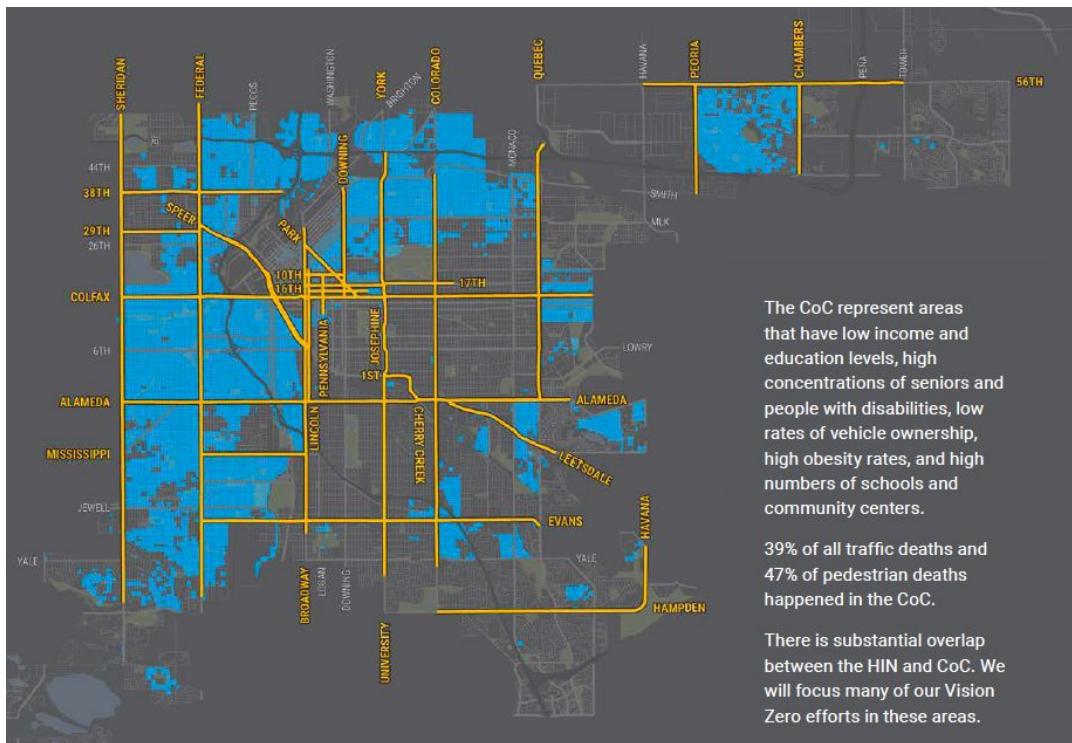
# Automated enforcement slows drivers, saves lives

- A review of 35 studies found that areas with speed cameras:
  - **Slow vehicles by 15%**
  - **Reduce vehicles that speed 65%**
  - **Reduce fatal and injury crashes up to 44%**
- Denver Police report speed cameras produced a **21% reduction** in excessive speeding (10mph over the speed limit)
- Criminology research shows that swift and certain fair punishment works better than infrequent, highly punitive responses

# Enforcement cannot correct for dangerous design



# Denver's High Injury Network

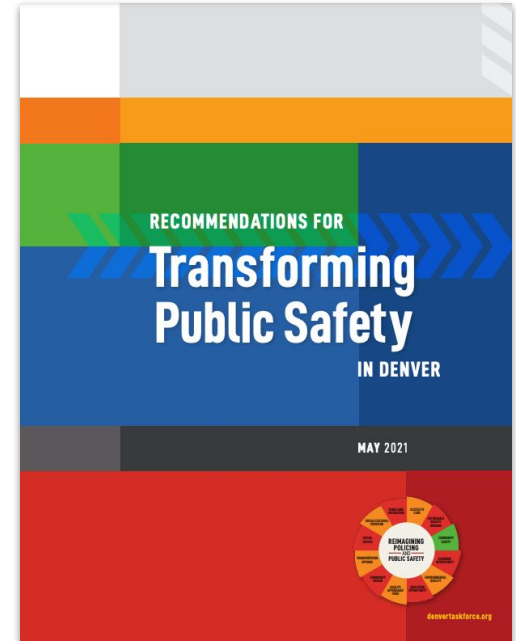


# Denver case study:

## Task Force to Reimagine Policing and Public Safety

Recommendations related to traffic enforcement:

- **Decriminalize traffic offenses** often used for pretextual stops and prohibit Denver Police from conducting searches in relation to petty offenses or traffic violations.
- **Remove police officers from routine traffic stops** and crash reporting and explore non-police alternatives that incentivize behavior change to eliminate traffic fatalities.
- **Eliminate the need for traffic enforcement** by auditing and investing in the built environment to promote safe travel behavior.



# Currently in Colorado

## State law hampers the use of automated enforcement

Speed cameras are:

- Not truly automated
  - A person must be present during operation
- Banned on the most dangerous roads
  - Limited to residential areas, schools, parks and construction zones
- Less effective at changing behavior
  - Not predictably present, so drivers don't change behavior and are caught off guard



# We can update state regulations to improve safety and ensure the fair, equitable use of automated enforcement





# Benefits

- Reduce fatalities and injuries by giving communities safety tools they need
  - Change driver behavior
  - Create more equitable traffic enforcement options
  - Ultimately give few/no tickets
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# Recommendation:

Keep what's working

- Required signage
- Warning periods
- Cap speed tickets at \$40
- No driver's license points
- Flat rates for camera companies (no ticket incentives)

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# Recommendation:

Empower communities to use ATE more effectively

- Allow unmanned traffic cameras (15 other states)
  - Allow speed cameras without location restrictions
  - Ticket as a vehicle violation, require payment for vehicle registration
  - Allow notification via 1st class mail
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# Recommendation:

Improve due process and equity

- 30 day notice (vs. 90)
- Publicly post locations
- Reduce police interactions
- Offer driver safety training
- Assess equity impacts and report data



**Thank you!**

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